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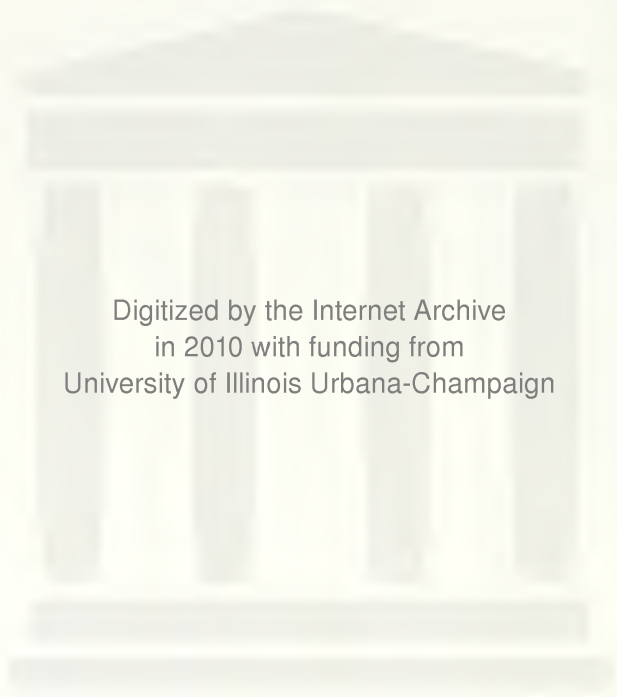
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August 1972

GUIDE TO THE LITERATURE OF CITIES: Abstracts And Bibliography
Part 1: Preface and Urban History

Morris Zeitlin

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GUIDE TO THE LITERATURE ON CITIES:

ABSTRACTS AND BIBLIOGRAPHY

PART I: PREFACE AND URBAN HISTORY

by

Morris Zeitlin

PREFACE

Intelligence on cities is hard to come by -- not for the lack of it, but rather for its chaotic profusion and diffusion. A wealth of literature has emerged on the subject from many and diverse views and sources in the form of books, anthologies, surveys, reports, pamphlets, and articles, often in obscure specialized journals. Mostly long-winded, jargon loaded, and redundant, this plethora of print has nettled generations of readers. It is all the more irksome for having failed to produce a coherent unified urban theory; there is yet no single work, or group of works, one may rely on for a comprehensive perception of cities and urban life.

Until such theory evolves, a guide to the literature on cities should be a helpful tool. I have tried to fashion one by abstracting the main findings, observations, premises, hypotheses and conclusions from the most representative and authoritative works in the literature on cities.

The abstracted works were selected, first, from among those authored, or cited, by the foremost writers on cities. They were picked, secondly, from "required reading" lists issued to graduate students in schools for urban studies. Finally, they were chosen from various selected bibliographies. I came upon many works which

repeated the substance of already selected classics yet treated some aspects of their content in greater depth. I thought such works useful for further study and listed them in the annotated bibliographies appended to each section.

In paraphrasing or quoting an author, I refer to him in the active voice, by proper name, and in the third person not merely for the sake of style but mainly to alert the reader's critical self to the fact that he is exposed to but one man's view. Predominant as it may be, wise as it may seem, or seductive as it may sound, it does not necessarily utter universal truth or voice general consensus.

The abstracts vary in length. Some works -- anthologies, essay collections, and the like -- lent themselves only to general, relatively short, descriptions. The content of most works, however, could be and was treated more roundly.

The abstracts are grouped into sections under conventional, admittedly arbitrary, headings. Urban Land Use, for example, is inseparable from Urban Transportation, and both are clearly related to Urban Government. Indeed, all aspects of city life and structure are closely inter-related. Some works do, in fact, deal with this unity. But because most do not, the reader's convenience, I thought, would be served best by grouping them under familiar subject titles. Comprehensive works had to be forced into this pattern by the subject them emphasized most.

Within each section, I attempted to suggest to the reader a course of study by organizing the abstracts in a sequence moving, mainly, from the general to the particular or from the antecedent to the successive. I thought the usual alphabetical arrangement by author rather pointless.

Obviously, abstracts are mere guides to the works they condense. At best, they can only hint at the wealth the originals contain, for they necessarily oversimplify and vulgarize as they compress. To reduce this built-in drawback, I weaved into them some quotations from the originals, partly to give an author's own terse and clear statement of a point he makes and, partly, to indicate the richness of the original. The inquiring scholar must, of course, enter into a deliberate dialogue with the author by reading his work in full and by critically examining, weighing, and questioning his premises, data, reasoning, and conclusions.

Morris Zeitlin

URBAN HISTORY

INTRODUCTION

1. General Urban History

Understanding urban history as an integral part of the history of society is essential to understanding the nature of cities. For cities have evolved as products of society in the course of social evolution and have mirrored its socio-economic, political, and cultural changes. History bears the data that makes possible building the theoretical constructs rational man needs to draw meaning out of his past in order to guide his present and future progress. Urban history holds locked within itself the secrets of urban dynamics and, perhaps, some laws of urban development which scientific inquiry might unlock and reveal.

To serve urban theory, however, urban historiography must not only compile but interpret the historical record as well. Thus far it has been busy, chiefly, with telling stories of urban events and heroes. Most works in urban history are either descriptive, episodic, or reportorial. Many deal with only the physical or architectural aspects of cities.

Our knowledge of the urban past, therefore, is still limited and dim. Few works in urban history have attempted to explore its relation to concrete technological and social changes or to synthesize the known urban record. Those who have, confined their efforts to a brief general review or to a fuller treatment of only a single period or fragment of history. Urban historiography is yet to fit together the bits and pieces of factual data to show the necessary connection between them and illumine the entire dialectical pattern of urban evolution. We still do not know what objective

historical laws, if any, operated in city building and life over time. Are such laws, if they exist, universal, that is, have they affected all human settlement throughout history, or has such social system had its own inner laws of urban development?

Most regrettable is urban historiography's failure to reveal fully the socio-economic-political forces that have shaped today's cities during recent history and to reveal what laws, if any, govern urbanization in our time. Its failure has robbed progressive social movements making current history of guidance in their quest for a higher level of urban civilization.

1. GENERAL URBAN HISTORY

ABSTRACTS OF SELECTED WORKS

Sjoberg, Gideon. "The Origin and Evolution of Cities." Scientific American, Vol. 213, No. 3, September 1965, pp. 55-63.
Illustrated. Photos. Maps. Charts.

Sjoberg briefly relates the formation of the earliest cities, about 3500 B.C., along the world's mid-latitude river valleys; describes their technological bases, their forms of social organization, the main features of their physical plans and the residential distribution of their groups and classes; and discusses the factors that conditioned their development until the industrial revolution.

Cities originated when man began producing food surpluses. Division of labor and social classes then emerged, and a literate leisure class rose to command manpower; organize large-scale construction; collect, store, and distribute food; promote manufacture and trade; advance the technology of sailing, and form the world's first large harbor cities.

Sjoberg defines a city as a large and densely populated community "that shelters a variety of non-agricultural specialists including a literate elite." This concentration of specialists and literates has made cities the sources of innovation in technology, religion, philosophy and science, accumulators and transmitters of knowledge and tradition, and accelerators of social and cultural change. The ruling classes of growing cities expanded their power over their hinterlands, then conquered and colonized distant lands to expand and protect their trade within empires, building cities wherever they went. Though such cities rose and fell with the rise and fall of empires, urban life persisted where specialists and the religious and political elites survived and maintained positions of privilege and power.

The rigid class structure, superstition and ecclesiastic controls in the preindustrial cities kept the scholarship of the learned and the practice of artisans separated, slowing the application of scientific discovery. The industrial revolution, replacing the rigid class hierarchy of feudal society with a fluid class system, radically changed city life. European trade and power expanded to other continents, speeding exploration and discovery. The development of the experimental method, linking the learning of the elite with the practical knowledge of the artisans, spurred scientific progress and the application of science in industry. "The knowledge gained through the application of the scientific method," Sjoberg believes, "is the one factor above all others that made the modern city possible."

Rasmussen, Steen Eiler. Towns and Buildings: Described in Drawings and Words. Cambridge, Massachusetts: Harvard University Press, 1951. 203pp.

A translation from the Danish original, revised and expanded by the author. Short, informal, imaginatively illustrated historical sketches of selected towns, cities and buildings the author chose because "they were fun to work with."

Among the book's content:

1. The origin of Peking's unique plan.
2. The rectangular patterns of the ancient Greek cities.
3. The influence of military camps on the patterns of Roman Empire cities.
4. The role defensive walls played in the development of cities in feudal Europe.
5. The influence of the discovery of perspective drawing on European town planning in the 17-th and 18-th centuries.
6. The buildings and plans of Michalangelo: departure from the plans of the geometrician to the plastic design of the sculptor.
7. The influence of the economic, political and military evolution of France, England and Denmark on the architecture and cities of Paris, London and Copenhagen in the 17-th to 19-th centuries.
8. The spread of Netherland's republican city culture to the monarchies of England, Denmark and Sweden in the wake of the Dutch trade in the 17-th and 18-th centuries.
9. Cross influences between the arts of European countries in the 18-th century and the rise of neo-classical architecture.
10. The impress of land speculation on 19-th century European cities following the rise of capitalism and private land ownership.
11. Municipal land ownership or control policies in some 20-th century European cities (especially in Denmark and England).
12. The influence on contemporary cities of Le Corbusier's architectural concepts and Ebenezer Howard's town planning ideas.

Rosenau, Helen. The Ideal City in Its Architectural Evolution. Prefaced by William Halford. London: Routledge and Pange, 1959. 168pp. Illustrations. Bibliography.

The author traces ideal-city schemes in West-European town planning history. "The ideal city," she explains, "reflects a religious vision, or a secular view, in which social consciousness of the needs of the population is allied with a harmonious conception of artistic unity... (it is) based on a belief in betterment...(and) seeks the universal answer to contemporary problems, and by so doing reflects, as well as challenges, its social background." "Ideal images," she observes, "emerged in periods of social change...when the breaking up of an older economic order facilitated cultural experimentation."

Rosenau begins her survey of ideal planning in western Europe with a brief review of the ancient Greek, Roman and Jewish traditions upon which its evolution is based. She then proceeds to the Middle Ages, the Renaissance and the rise of the monarchies.

The author's treatment of "The Utopian Socialists and Futurism" -- the precursors of modern city planning -- is especially illuminating. "The two contrasting elements (in the ideal cities of these thinkers)," she observes, "the garden city and the mechanized town, constitute the contemporary heritage, from which the town planner has to choose, either by attempting a compromise or by a selective application from these, seemingly exclusive, prototypes."

Some of Rosenau's conclusions:

1. "Town-planning expresses the social background, and the attitudes or evaluations of the dominant sectors of society."
2. "In an egalitarian society the basis for (town planning) patronage is widened, in a hieratic one it is narrowed."
3. "Ideal planning differs from town planning because it can largely dispense with the influence of the patron. This is both its strength and its weakness."
4. "Both terms (Ideal City and Utopia), when loosely used, are interchangeable; but defined more closely, the Utopia presupposes violent change, whilst the planner of ideal cities is a reformer within his given society and locality."
5. "In the future, emphasis will inevitably be laid on redeeming the city centers, and rehousing within easy reach of these. By this method, cultural life which now suffers such grievous handicaps by

long journeys to and from work, may again be stimulated."

6. "Perhaps the most doubtful feature of contemporary planning is over-rigid zoning, which in effect separates the place of work from housing and in this way breaks up the continuity of life (and) diminishes social integration."

Summing up, Rosenau states: "We have reviewed the evolution of images of ideal cities in three phases, the religious, the geometrically formal and the social... The latter has not yet run its full course; and thus interaction between the principles of town-planning and the demands of daily life will lead to novel solutions in the future... A conscious emphasis on playgrounds, community centers, libraries and places of entertainment is part of an evolution which, starting in the Renaissance, was stimulated and enriched by the Classical Reformers and is still in process at the present time."

Weber, Adna Farrin. The Growth of Cities in the Nineteenth Century; A Study in Statistics. Cornell Reprints of Urban Studies of the Center for Housing and Environmental Studies. Ithaca, New York: Cornell University Press, 1963. 495pp. (originally published in 1899 for Columbia University by Macmillan Co.). Statistical tables. A brief biography of the author by Barclay G. Jones. A list of Weber's publications.

The first comprehensive synthesis of the fragmentary studies of cities published before 1900.

Weber reviews 19-th century statistics and studies of cities in many European, Asiatic and American countries, and draws conclusions and generalizations about urbanization patterns in the Western world. He discusses the economic, political and social forces which produced the migration from rural to urban areas; the growth of cities; the settlement of new lands; the difference in the composition of urban and rural populations; the effect of different industries upon the distribution of population; and the economic, political and social effects of agglomeration. Finally, he relates the views on trends in urban growth current until late in the 19-th century: speculation on the extent of future city growth and the maximum practicable size of cities; the observed and possible effects of rapid urbanization on the family, on health, on social morality, on relationships between social classes and groups, on urban government, and on political stability in capitalist democracies. The proposed remedies for the "unhealthiness in cities," Weber shows, suggested either enrichment of rural life in order to stem population movement to cities, or discouragement of city growth rather than improvement of city life.

Hiorns, Frederick R. Town Building in History. London: George O. Harrap & Co., Ltd., 1956. 443pp. Profusely illustrated.

Seeking the "cure of present ills...in the teaching of the past," Hiorns wrote a compendious review, illustrated with over 500 plans and photos, of the conditions, ideas, and methods that influenced town building through 5000 years. He traces, in roughly chronological order, the origin and development of towns from antiquity, through the Middle Ages, the Renaissance, the Industrial Age, to "the present day in Britain," with only "some reference to social conditions, culture, or ideology..." His emphasis is on the architectural and art aspects of town evolution and on "the decay of urbanism that preceded our own day."

The history of cities, Hiorns finds, "shows a remarkable consistency in the fundamental qualities of their progressive development" until the industrial era in the 18-th century when "a false and negative system" replaced "civilized control" over cities.

The chapter on "The Industrial Age and Its Results" contains a well-illustrated description of England's early industrial towns and of the influence of its Garden-City movement on workers housing in Europe and suburban development in the United States. The work concludes with data and suggestions advocating the regionalist, or town-and-country, approach to city planning.

- Mumford, Lewis. The Culture of Cities. London: Secker and Warburg, 1938. 496pp. Illustrated. Long bibliography.

In his examination of the history and culture of Western cities from the 10-th century on, Mumford draws moral conclusions in his attempt to establish principles for renovation of the human environment.

During feudalism, says Mumford, towns served as centers for the political power and culture of rural regions. They evolved as collective works of art and benign shelters for the lives and functions of their inhabitants. The historians' emphasis on the misery and terror of the Middle Ages obscure the advances in economics, technology and town planning, and the growth of positive attitudes toward life and communal institutions in the towns of that period. Mumford describes the cultural influence of the church, the social functions of the monastic orders and the guilds, family life, housing and town planning in that era, and the way growing capitalist economic relations brought the decline of the medieval town and the growth of big cities.

In the competition for markets among growing capitalist cities, the most powerful conquered their neighbors and formed national states. Thus capital cities grew at the expense of provincial cities bringing the age of regional cities and widely diffused culture to a close.

Mumford describes the effect of developing capitalism on the life and culture of cities: medieval social institutions dissolve; absolute monarchies concentrate military power, develop favoritism and bureaucracy; private gain in a money-economy becomes the sole controlling social agent; trade, manufacture and mechanization increase production, lead to conquest and colonization; capitalists amass wealth, seek luxuries and pleasures; royalty and the wealthy build palaces and revive classic architecture, rebuild cities along grand and formal plans to stimulate trade, flaunt wealth and power, and facilitate military movement; speculation in land, now a commodity, raises building costs and rent causing slums, overcrowding, epidemics, and fires; industries locate near harbors and in factory towns near mine fields; demand for labor, now a commodity, spurs migration from villages to cities, produces an expanding exploited working class; labor unions and socialist ideals form and grow; philanthropists and Utopian socialists attempt but fail to improve the urban environment of the working class within the framework of capitalist economy.

While capitalist industrialization, states Mumford, wrought social and physical chaos and drove Western countries toward social-cultural decline, Amsterdam and some towns and villages in Europe and America resisted, for different reasons, the impact of capitalist economy and maintained an orderly regional growth. These, he thinks, "have more significance for us today than do the classic specimens of the period."

The frustration of life in "metropolitan civilization," Mumford observes, has awakened "thought toward realities of organic life" such as that of Peter Kropotkin, Patrick Geddes, Ebenezer Howard and others. He urges "re-orientation...from mechanism to organism...from despotism to symbiotic association, from capitalism...to co-operation and basic communism." To reform today's cities, he argues, civilization must first be rebuilt from its predatory ways of life to a life based on human values and symbiosis within and between regions in a non-national, non-racist, united, co-operating world of regions whose boundaries will be rationally adjusted to the changing needs of human life and social institutions. Land must be publicly owned, planned, and used on a regional scale. Megalopolises must be divided into regional cities equally enjoining the opportunities of economic, social and cultural life. Cities must be divided into neighborhoods whose communities would control their life- and culture-supporting services. He holds that the political philosophies of both the ruling class and its challengers help little in defining this task since they deal with legal, cultural and economic abstractions. Rather, the Utopian and anarchist thinkers "lay the ideological basis for a new order...based on the deliberate culture of life." The achievement of this ideal is already emerging throughout the world, Mumford thinks, "partly by pressure from within, partly by reaction against the disordered environment...as the diffusion and decentralization of urban facilities (continues)."

Mumford, Lewis. The City in History: Its Origins, Its Transformation, and Its Prospects. New York: Harcourt, Brace and World, Inc., 1961. 635pp. Profusely illustrated. Extensive annotated bibliography.

This book expands on the theme of The Culture of Cities much of which lies embedded in the present work. It is a story of the city in the history of Western civilization rather than a history of the city -- a tale of its changing forms and functions from pre-history to the present time.

Drawing on anthropology and archeology, Mumford depicts life and functions in the earliest human settlements of the stone age. From that time on he treats the human settlement as a biological and social entity which he endows with a collective personality and psychology about which he reaches some moral-philosophical conclusions.

He relates the transition from primitive settlements to villages and from villages to cities. Cities, under the centralized authority of chiefs and kings, mobilized manpower, expanded transportation and communication, spurred invention, and raised agricultural productivity. But they weakened family ties and reduced people from familiars and equals to subjects "whose lives were supervised and directed...." Though the city has raised the level of social achievement, it became "a container of organized violence...suspensions, hostility, non-cooperation...(it) combined the maximum amount of protection with the greatest incentives to aggression; it offered the widest possible freedom and diversity, yet imposed a drastic system of compulsion and regimentation...." Only "the constant recruitment of new life...from rural regions...(saved) the chronic miscarriage of life in the city (throughout history).

Drawing on a variety of historical literature, Mumford explores, evaluates and interprets the forms and functions of cities in ancient Egypt, Mesopotamia, Greece, the Roman Empire, the Middle Ages, the Baroque period of transition from feudalism to mercantile capitalism, and in modern capitalism of the 19-th and 20-th centuries. He dwells at length on city planning thought in the latter, especially on the hypotheses and proposals of the Regionalist, Garden-City, and Neighborhood-Unit movements. Proceeding from his decentralist-regionalist view, Mumford idealizes small towns and township constellations as peaceful and life supporting patterns of human settlement. With few exceptions, he finds the big cities to be centers of brutal force, destructive of life within and without.

Some of the author's comments and conclusions:

1. Life in the Greek polis of the 5-th century was animated, varied and rewarding. "Work and leisure, theory and practice, private life and public life were in rhythmic interplay...learning became socially responsible, linked to a moral system that had become self-critical and rational."
2. "Rome's chief contribution to city development is the negative lesson of her own pathological overgrowth.... Every overgrown megalopolitan center today...exhibits the same symptoms of disorganization, accompanied by no less pathological symptoms of violence and demoralization...."
3. "Venice pushed...right into our own age, the organization of neighborhoods and precincts whose recovery today, as an essential cellular unit of planning, is one of the fundamental steps toward re-establishing a new urban form."
4. "The continued growth of the New England town by division of the central social nucleus into new cells...recalled the earlier pattern of Greece. But the New England towns added a new feature... the township...a political organization which encloses a group of towns, villages, hamlets.... In the township pattern, the growth of population and social facilities was not confined to a single center: something like a balance was achieved locally, within a regional pattern equally balanced."
5. "The positive function of the metropolis...(lies) in its...political role, as world center.... Its new mission is to hand on to the smallest urban unit the cultural resources that make for world unity and co-operation...the city's capacity for (international) cultural inclusion makes it...an agent of digestion and selection...."
6. "One of the main problems of urban culture today is to increase the digestive capacity of the... (metropolis) without letting the physical structure become a colossal, clotted, self-defeating mass. Renewal of the inner metropolitan core is impossible without a far greater transformation on a regional and inter-regional scale."
7. "Many of the original functions of the city, once... demanding the physical presence of all participants, have now been transformed in forms capable of swift transportation, mechanical manifolding, electronic transmission, worldwide distribution.... The ideal mission of the city is to further this process of cultural circulation and diffusion, and this will

restore to many subordinate urban centers a variety of activities that were once drained away for the exclusive benefit of the great city."

8. No improvement is possible in the life of the city "without a reorganization of its processes, functions, and purposes, and a redistribution of its population... and local control over local needs... (in a pattern of new urban constellations) capable of preserving the advantages of smaller units, and enjoying the scope of large-scale metropolitan organization."
9. "If we continue in science and technology along the lines we are now following, without changing our direction, lowering our rate of speed, and re-orienting our mechanism toward more valid human goals, the end is already in sight."

Gutkind, E. A. International History of City Development. Vol. I, Urban Development in Central Europe, 1964. 491pp.; Vol. II, Urban Development in the Alpine and Scandinavian Countries, 1965. 500pp.; Vol. III, Urban Development in Southern Europe: Spain and Portugal, 1967. 534pp. New York: The Free Press of Glencoe. Profusely illustrated. Photos. Engravings. Maps. Bibliographies.

These three volumes -- a rich source of historical material on cities -- are the first in a planned multi-volume worldwide survey of the origin and growth of urban settlement. Each contains a vast array of documents and hundreds of illustrations ranging from old plans, maps, drawings, paintings and engravings to modern ground and aerial photographs.

Gutkind examines urban history in individual countries in a series of four chapters of which the first discusses the land: its topography, climate, and regional characteristics; the second deals with the country's historical background; the third discusses its rural and urban settlements; and the fourth consists of a city survey -- a brief history and description of principal towns and cities: reasons for their emergence, successive stages of development or decline, expansion of influence, and the impact upon them of changes in social, political and economic life. Volume I covers Germany; Volume II -- Austria, Switzerland, Denmark, Norway and Sweden; and Volume III -- Portugal and Spain.

In his introduction, in Volume I, Gutkind explains the reasons for his survey. He believes that "the twilight of cities as mankind has known them for millennia is spreading over all countries, and it is our task...to begin a new chapter in the history of human settlement. This task demands understanding of and insight into the development and destiny of cities, and these cannot be gained without knowledge of what cities have been in the past and of the disintegrating forces in the present."

Handlin, Oscar and John Burchard (editors). The Historian and the City. Cambridge, Massachusetts: The M.I.T. Press and Harvard University Press, 1963. 299pp. An annotated bibliography.

A group of papers read at a conference of American and British historians, philosophers, sociologists, economists, city planners and political scientists gathered for an exchange of findings and insights on the city in history. The collection covers six subjects: "The Modern City as a Field of Historical Study," "The City in Technological Innovation and Economic Development," "The City in the History of Ideas," "History and the Contemporary Urban World," "The City as an Articraft," and "Planners and Interpreters of the City."

Some thoughts expressed at this conference:

1. "The historical development of the city has received only sporadic attention. Archeologists and historians...have given us a reasonably accurate description of the evolution of physical layouts at various periods. But the reasons for the development of those forms and their relation to the life conducted within them have rarely been treated adequately. The general works on the subject have often been...speculative and tendentious; and they neither rested on adequate data nor been rigidly disciplined in method." (Oscar Handlin and John Burchard in "Preface.")
2. Three related developments prompted modern urbanization in western Europe two centuries ago: "the centralized national state; the transformation of the economy from a traditional household to a rational capital-using basis; and the technological destruction of distance." (Oscar Handlin)
3. Shaping a city "...cannot await the long labor historians have before them...even though historic awareness does affect the shaping." (Sylvia L. Thrupp)
4. History of city planning should become "a special discipline for the purpose of academic study... (It) would examine how societal forces shape a city's building pattern, morphology, culture, and the regional influences of its institutions, while notably respecting how the plan operates and what goes into it." (Christopher Tunnard)
5. "It is nice that the historian is allowed by the world to illuminate things for it, but I think this is not really necessary. I think we need not conceive of history as being of topical interest, or of having topical value -- as a utilitarian science that sees as its aim the betterment of the present condition of man in general." (Henry Millon)

6. "There is a prevalent dissatisfaction with the writing of urban history: some confusion as to its scope, some doubt about its relevance.... This is notably true for the industrial period since the eighteenth century.... Historians have failed to order the recent urban past in either a comprehensive or relevant way and have, in fact, often confused matters by a ritual insistence that they only study 'particulars'." (Eric E. Lampard)
7. "We do not know nearly enough about the history of the city.... There is surely something odd about the neglect of the city as a subject of research.... Perhaps it is due to the ambivalence in our attitude to the city.... We see the city both as the center of civilization and the center of vice, degradation, and moral poisoning." (Denis W. Brogan)
8. Anglo-Saxon agrarian myths mask the urban exploiters' flight from responsibility. "We think...of the city as a cesspool...the country-side as a stronghold of virtues.... Blinded by our historical myopia, we neglect the basic virtues of city life that led to its identification with 'civilization'." (Denis W. Brogan)
9. "Planning for a town, city, or region is a cultural process of the greatest consequence.... (Past historical cultures) must be examined in their own light as full and valid working systems. The decision to emphasize or destroy one or another existing structure, service, street, or community must rest upon a full understanding of its history and purpose." (Anthony N.B. Gervan)

Blumenfeld, Hans. "Form and Function in Urban Communities." Journal of the Society of Architectural Historians, Vol. 3, Nos. 1 and 2 (January-August 1943), pp. 11-21. (Also in the author's The Modern Metropolis: Its Origins, Growth, Characteristics, and Planning. Selected Essays. pp. 3-17).

Cities, Blumenfeld notes, originated with class division in society and changed in form as the functions and interrelations of social classes developed and changed in history. He describes the origins of the radial-concentric and the grid-iron patterns and their vicissitudes under the impact of socioeconomic and technological developments and the influences of geography and terrain. Until the Renaissance, the author observes, cities grew by small-scale additions and divisions of land and were slowly altered and adapted to the needs of the dominant class of the time. Only in the Renaissance did city planners develop "the concept of the city as a complex entity" and rationalized the pattern that developed spontaneously in the past.

In feudal society, fortified castles served as market centers for peasants and craftsmen causing roads, and later streets, to converge from the countryside onto the markets in a radial-concentric pattern. The cities of mercantile capitalism

and primitive agricultural towns had no strong functional centers and were "planned as an assemblage of rectangular blocks." The later industrial capitalism extended the grid-iron pattern; but having separated work places from homes, it began to form strong business centers. In the growth of metropolises, however, "the localization of functions...seems to reproduce on a gigantic scale the radial-concentric organism of the medieval city" with the central business district acting as the center point of radiation.

In the past, Blumenfeld concludes, city planners lacked foresight and erred often. The many beautiful, well ordered old cities owe their success to gradual adaptation rather than to a preconceived comprehensive plan. But in our time of rapid change, the planner must anticipate the needs of a changing society. "This he can do only if he is able to grasp...the over changing relations of social forces and the physical environment in which these forces operate.... (He must acquire) a knowledge of history...(and) regain, by conscious effort, the essential unity of function and form."

Blumenfeld, Hans. "Theory of City Form, Past and Present," Journal of the Society of Architectural Historians, Vol. 8, Nos. 3 and 4 (July-December 1949), pp. 7-16. Illustrated. (Also in the author's The Modern Metropolis: Its Origins, Growth, Characteristics and Planning. Selected Essays. pp. 18-37).

Blumenfeld expands his analytic description of city forms and functions in history, begun in his essay "Form and Function in Urban Communities" (see preceding abstract).

Throughout the evolution of cities, he observes, simple geometric forms -- concentric-radial and gridiron -- proved workable for varying functions. But its original function permanently set the basic form of each city. The pattern of the modern metropolis has been gradually superimposed on the nineteenth-century gridiron form of the city. This pattern "is essentially a product of the growth of transportation, which at different stages developed centralizing and decentralizing tendencies." Blumenfeld traces and explains this process and describes the affect of current transportation growth on the developing metropolitan form. Within the developing modern cities, new locational tendencies clash with remnants of the old urban shell. This clash has produced evils and chaos which prompted many proposals for new and different city patterns. These tended to solve some problems but to neglect others. The author critically reviews the proposals for "linear city," "disurbanism," "radiant city," "garden city," "organic decentralization," "sattelite towns," the "neighborhood unit," and the ideas of "practical" planners who insist that only short-range planning to resolve current evils can cope with problems the unpredictable city begets.

Blumenfeld rejects the "practical" approach. "Foresight is needed," he argues, "and we have developed techniques, previously unknown, to measure trends of social change. (City planning) must be based on constant observation of ever-changing trends and an anticipation of their future strength and direction. These trends seem to point toward a star-shaped pattern, which may be regarded as a rationalization of the pattern of settlement that is evolving in metropolitan communities throughout the modern world."

Korn, Arthur. History Builds the Town. London: Lund Humphries & Co. Ltd., 1953. 110pp. Profusely illustrated. Bibliography.

Though natural factors and technological changes have influenced the evolution and personality of towns, "the town is a social phenomenon...social forces...throughout the ages have created towns and determined their structure...each town is the result of the social and economic forces of a distinct historical period.... In the course of history class divisions originate. The town -- and especially its center -- express the power of the ruling class." With this view as his point of departure, Korn reviews briefly the evolution of human society and its cities. He traces town development in primitive society: in the ancient slave societies of Egypt, Mesopotamia, Greece, Rome, and Byzantium; in the feudal society of Medieval Europe; in the mercantile, industrial, and imperialist stages of capitalism in Britain and in the United States; and the emergence of socialist society and its influence on urbanization in the U.S.S.R. Throughout this review of history, Korn demonstrates how towns and cities have reflected the respective socio-economic-political systems, their functions, and the symbols of their ruling classes. He, finally, traces city planning theory and practice in Europe of the 19-th and 20-th centuries and the regional planning ideas developed around the planning of Greater London, the Tennessee Valley in the United States, national planning in the U.S.S.R. and the post-World War II planning in both capitalist and socialist countries.

Korn finds city planning theory in capitalist countries divorced and at odds with practice. Its theoreticians, he shows, often tend "to exaggerate unimportant issues and to obscure the relevant points...; (to) establish theories and postulates which will not clash...with private ownership of land or other vested interests"; to treat the city as a bundle of separate problems justifying piecemeal solutions; to conceive the city "in an idealistic, unreal way"; to overestimate the value of research; and to "substitute diagnosis for planning and family structure for social structure." Urban theory, he submits, "should start not with a formula, but with a correct statement of the problem (based on the city's) growth and change, its function, structure, components, and scale."

Benevolo, Leonardo. The Origins of Modern Town Planning. (Translated from the Italian by Judith Landry). Cambridge, Massachusetts: The M.I.T. Press, 1967. 154pp. Plans. Drawings. Sketches. Diagrams. Photos. Maps.

Architectural historian Benevolo traces the ideological and technical origins of modern town planning to the early 19th-century economic, social and political upheavals which followed the industrial revolution in England and France. Modern town planning, he shows, grew out of two opposite movements: the ideal town-planning of the Utopian socialists and the practical town planning of civil servants who coped with piecemeal technical problems. The two tended to converge. For the attempts to build ideal towns forced a resort to practical tactics, while the ideals to solve a city's technical problems faced the social conflict between public land needs and private land ownership.

Between 1815 and 1848, town planning was mostly Utopian-socialist inspired. With the advent of the scientific socialism of Marx and Engels, revolutionary working-class politics disparaged reforms and centered on public ownership and political power. In this emphasis it overlooked the revolutionary potential of the town planning movement and let it drift toward a conservative ideology and obedient service to the established powers who used it to relieve public pressure against their institutions. If town planning is to achieve its original goal of a good urban life for all, Benevolo concludes, it must "make contact once more with those political forces which tend toward a similar general transformation of society."

The first of the book's two parts chronicles and documents the developments which led to the plight of the growing European industrial towns: the urbanization of a rising population and the collapse of the old balance between town and country; the weakening of the traditional town-planning methods as the new bourgeois class pressed for laissez-faire; the acute exploitation of the working class in the mills and slums of industrial towns, its growing political awareness and aspirations, and the ensuing class struggle in cities. It then discusses the 19th-century Utopian town planning ideas and the attempts to realize them. Separate chapters describe the work of the Utopians in a historical context: "Owen and the English Co-operative Movement," "The School of Saint-Simon," "Fourier and His Influence in Europe and America," and "The Egalitarian Tradition and Cabet."

The second part traces "The Beginnings of Town-Planning Legislation in England and France." It examines the evolution of land-use theories; shows how the poor sanitation in cities, which led to epidemics and disorders, forced special legislation, compulsory land acquisition, and town planning in general; and analyzes the effects of the 1848 political upheavals in France and the rise of the international revolutionary labor movement on town planning in Europe.

Some of the author's comments and views:

1. Ever since its inception, modern town planning has been introduced only when social changes reached crisis proportions provoking the people to protest and "making some kind of corrective intervention inevitable." Town planning is a political device, though it appears to be a purely technical field. Its function is to permit "a series of political alterations, a reasonable compromise between the (social) forces involved, a compromise which varies continually according to the changing relationships of these forces."
2. Time has shown that the harsh Marxist judgment of the Utopians' failures should be amended. Their experiments "anticipated the present-day need to consider political and economic problems independently, rather than jointly and as part of a single programmatic formula." There are no clear direct links between the general development of society and the process of town planning; the two are not identical and must be dealt with differently. "But Marx and Engels...implicitly accepted this identity by... assuming that changes in town-planning were a necessary consequence of altered social relations; hence their indifference to the problems of town-planning and the vagueness of their arrangements for the form of future communities."
3. History points to the need for a new meeting between "the respective programs of town-planning and (revolutionary) politics, to try and bridge the gulf that opened between them a hundred years ago. This is the task that faces us today."

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Creese, Walter L. The Search for Environment. The Garden City: Before and After. New Haven, Connecticut: Yale University Press, 1966. 360pp. Maps. Plans. Photos. Diagrams.

An account of events and thought around the origin of the Garden-City movement in Britain and its influences and implications since then in Britain and the United States.

Giedion, Sigfried. Space, Time and Architecture: The Growth of a New Tradition. Cambridge, Massachusetts: Harvard University Press, 1967. 897pp. Profusely illustrated. Photos. Drawings. Plans.

Discussion of architectural history and its relation to other arts, sciences, and city planning. City history is limited to its architectural aspects, and city planning is viewed as urban design. Social forces in history are hardly mentioned.

Gras, Norman Scott Brien. An Introduction to Economic History. New York: Harper & Brothers, 1922. 350pp. Sketches. Extensive bibliography.

Survey of the five fundamental stages in economic history: primitive, nomadic, village, town, and metropolitan -- chiefly in England and America.

Hackett, Bryon. Man, Society and Environment. London: Percival Marshall, 1950. 316pp. Illustrated. Photos. Maps. Bibliography.

History of urban development and the growth of environmental planning since the beginning of civilization through the first half of the 20-th century.

Hertzler, Joyce Oramel. The History of Utopian Thought. New York: The Macmillan Company, 1923. 321pp.

A description and sociological appraisal of Utopias and Utopians in history. Chapter IV, "The Early Modern Utopias," and Chapter V, "The Utopian Socialists," are especially useful to the study of ideal-city history and the origins of modern city planning.

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Sjoberg, Gideon. The Preindustrial City: Past and Present. Glencoe, Illinois: The Free Press, 1960. 353pp. Extensive notes and bibliographic references.

Although intended as a contribution to urban sociology, the work is a comprehensive historical survey of the preindustrial city in Medieval Europe, the Middle East, India, China, Eurasia, Africa, and Meso-America. It describes its class composition, family life, and economic, political, religious, and educational structures, and tries to explain why certain cities have arisen, prospered or declined and disappeared.

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Geographical Review, Vol. 36, January 1946, pp. 105-120.

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INTRODUCTION

2. American Urban History

American cities have a unique history. Most have formed and grown within the last 300 years on the virgin soil of the American continent -- almost a pure product of the capitalist era. Although they have been influenced by the cultures of nations who have peopled the New World, they have lacked the kind of civic traditions the venerable cities of the Old World have had to modify the influences of capitalism. Their history, therefore, reveals most clearly the imprint of capitalist social relationship on urban development and holds special meaning to the student of cities. Yet, dominant American urban historiography fails to record fully, much less interpret, some basic facts in the history of American cities.

It fails to recognize, first, that class division in American society has determined the course of its urban development.

Secondly, it fails to make clear that the decisive urban developers have not been the municipalities but the realtors and land speculators who planned and developed urban land for sale and profit, not for social use.

Thirdly, it considers superficially the influence of slavery and the subsequent racism and racial antagonism on urban development in both the ante- and post-bellum South.

Fourthly, it obscures the causes of decay in the northern cities: segregation, poverty, the degredation inflicted on working-class ethnic minorities and the anti-alien and racist discrimination against them in employment, housing, education, and municipal services.

Finally, it fails to recognize that the huge corporations, wielding their overwhelming economic and political powers, have forced the cities to serve their own narrow interests rather than those of the people.

Thus American urban history remains incomplete, warped, and confused. It awaits the historians who would give it definitive, honest, scholarly treatment.

2. AMERICAN URBAN HISTORY

ABSTRACTS OF SELECTED WORKS

Glaab, Charles Nelson and A. Theodore Brown. A History of Urban America. New York: The Macmillan Company, 1967. 328pp. Extensive bibliography.

Glaab and Brown synthesize the literature on the history of American cities from their early beginnings to the present. To allow the process of American urbanization to reveal its own phases, they avoid "subordination of the subject to the periodization and other conventional categories of national history." Instead, they relate the history of American cities in a topical rather than chronological order in chapters titled: "The Colonial Matrix," "Cities in the New Nation," "The Cities in American Thought, 1790-1850," "The Urban Milieu," "The Completion of the Urban Network, 1860-1910," "The Web of Government," "Bosses and Reformers," "The Urban Community Examined," and "The Emergence of Metropolis."

Reps, John W. The Making of Urban America: A History of City Planning in the United States. Princeton, New Jersey: Princeton University Press, 1965. 574pp. Profusely illustrated. Bibliography.

The work is the first thorough survey and basic history of American town and city planning from the beginnings of settlement to 1917. It examines the designs of all important and many little known early American communities and describes hundreds of early settlements along the coasts and along the migration routes to every part of the continent until the close of the frontiers in the 19-th century. The descriptions are illustrated and documented with hundreds of reproductions of old plans, maps, views, photos and excerpts from historical documents, city reports and town records. Reps tries to discover the relationship of "city planning activities to other events in American history": what influenced them, how the plans were subsequently used, and who and what kind of men the early planners were. Throughout the book, he combines the story of cities with the story of the colorful individuals who, he believes, were their planners, promoters or builders.

The book's first nine chapters review the influences of city planning in Medieval and Renaissance Europe transmitted to the American continent through the Spanish colonial towns; the towns of New France (Quebec, Montreal, Detroit, St. Louis, New Orleans); the English settlements in the regions of tide-water Virginia, lower New England, the middle colonies, and the Carolinas and Georgia; and early American plans for Washington and the Ohio Valley towns.

Reps analyzes the major design influences of the European heritage on American city planning (the neoclassical and baroque streets, gridiron city patterns, the romantic curvilinear style) and the native influences of land speculation, the railroads, and the industrial and utopian towns. Finally, he describes the profound affect of Burnham's work at the 1893 Chicago Fair and of his Chicago Plan on American city planning and design.

White, Morton and Lucia. The Intellectual Versus the City: From Thomas Jefferson and Frank Lloyd Wright. Cambridge, Massachusetts: Harvard University Press and the M.I.T. Press, 1962. 270pp.

Drawing upon historical records and the works and biographies of some of the foremost Americans in politics, philosophy, social work, sociology, and architecture, the Whites describe, analyze, and classify the attitudes to the city in American thought since the 18-th century.

For different reasons at different times, they find, leading American intellectuals have been hostile to the city and urban life. "Much of what they said was the product of doctrinaire ideology, of blindness, ignorance and prejudice; but it is also true that they were responding to urban situations which were really objectively bad." It is false to attribute American anti-city feelings to romanticism, as idealist historians do. Though strong before the Civil War and having some influence in the 20-th century, romanticism lost its hold on American thinkers by the end of the 19-th century.

Thomas Jefferson, who saw in the nascent city-based industrial capitalism of Europe a threat to the structure of his agrarian society, was the first to express anti-city ideas.

At the end of the 19-th century and the start of the 20-th, science-minded pragmatists like social worker Jane Addams, sociologist Robert Park and philosopher John Dewey opposed the metaphysical romanticism of Emerson and Thoreau who urged a return to nature. The city, they insisted, is a natural phenomenon whose "development was governed by empirical regularities and hence subject to scientific study." But they feared that its bigness estranged its people and made city life hollow. Espousing earlier ideals in American history, they proposed to overcome this by creating within cities small communities centered around neighborhood settlement houses and schools to re-create village or town ways of life.

The decay of the central city encouraged, in the 20-th century, a philosophy which saw inevitable disintegration of the metropolis. Architect Frank Lloyd Wright, echoing Emerson's call for a natural, organic life, urged to anticipate the demise of the big city, proceed to dismantle it, and build a new form of rural-urban life.

Similarly, Lewis Mumford sees the big city heading for extinction. Like Wright, he deplores its visual chaos and calls for decentralization; like the literary naturalists he expresses disgust and alarm over big-city life; like the pragmatists, he expresses nostalgia for the 17-th and 18-th century New England towns. In fact, he "manages to absorb and reflect almost every variety of anti-urban feeling since the Civil War."

The attitudes toward the city these thinkers bequeathed, the Whites argue, has profoundly affected popular consciousness, intellectual thought and political policy to this day; it has robbed city planners of a favorable tradition that would support their efforts at urban reforms and improvements. This might have been different "if European Marxism had been more popular in the United States and if native socialism had not been so agrarian in sympathy. Because in that case, a powerful pro-urban intellectual force would have been more active among ordinary people, and those who spoke of idiocy of urban life might not have had so much of the field to themselves."

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A non-technical historical account of land use in the United States from colonial times to the present: government policies in land settlement, ownership, and control; transfer of public land to private ownership; changes in ideas on land ownership and use; comparison with evolution of land ownership in Latin America; future land use prospects.

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Tables. Charts. Maps. Extensive references.

A geographer's study of U. S. urban-industrial growth combining location theory, urban analysis, and historical interpretation. The work views urbanization and industrialization as interacting spatial processes.

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